

SMSgt (Ret.) Rob Rosenberger

Twitter @rsnbrgr

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EO 12958: 13 JAN 1975 My accession: 12 OCT 2021 Initials: TRG

Title: B-47 ENDURANCE/DISTANCE RECORD FLIGHT, A/C
43D BOMB WING/CC COL. DAVID A. BIRCHINAL

Date(s): 17-19 NOVEMBER 1954

Call: K-WG-43-SU-RE

Volume: N/A

☐ ALL ☒ Selected Papers ☐ Except

FRONT MATTER; PART I, "TESTIMONIALS" IAW UCMJ ART. 31

PART II, "AIRCRAFT INSPECTION + MAINTENANCE RECORDS"

PART III, "REPORTS ON FLIGHT OF B-47 52-062"

1. WEEKLY ACTIVITY REPORT.

2. REPORT ON FLIGHT, SUBMITTED BY: S. D. RUSSELL.

3. POSTFLIGHT INSPECTION OF SYSTEM PRESSURES ON B47 #062.

4. AIRCRAFT FLIGHT REPORT.

PART 4, NAVIGATION RECORDS

①

| TIME | WIND | TH | TAS | AIR DIST | GRND DIST | |
|-------|------|----|-----|----------|-----------|--|
| 12:30 | | | | | | T.O. SIDI |
| 12:48 | | | 390 | 117 | 117 | CLIMB OVER SIDI SLIMANE |
| 16:40 | | | 423 | 1640 | 1640 | SIDI TO KSAR-ES-SOUK TO MARRAKECH TO SIDI |
| 17:00 | | | 430 | 143 | 140 | DESCENT TO REFUEL ALTITUDE |
| 17:37 | | | 250 | 154 | 150 | REFUEL |
| 17:55 | | | 410 | 123 | 120 | LEVEL OFF OPT |
| 01:09 | | | 412 | 2530 | 2564 | OPTIMUM TO FAIRFORD + RETURN |
| 01:30 | | | 430 | 150 | 154 | DESCENT TO REFUELING ALTITUDE |
| 01:51 | | | 240 | 85 | 88 | REFUEL |
| 02:00 | | | 412 | 62 | 63 | LEVEL OFF OPT |
| 05:15 | | | 424 | 1375 | 1375 | ORBIT SIDI TO CASA TO MARRAKECH |
| 05:38 | | | 428 | 164 | 168 | DESCENT TO REFUEL ALT |
| 06:12 | | | 260 | 147 | 156 | END OF REFUEL |
| 06:35 | | | 410 | 157 | 169 | LEVEL OFF |
| 10:15 | | | 422 | 1540 | 1435 | OVER FAIRFORD |
| 10:33 | | | 428 | 128 | 135 | DESCENT TO REFUEL |
| 10:56 | | | 268 | 103 | 112 | END REFUELING |
| 11:10 | | | 410 | 96 | 99 | LEVEL OFF |
| 14:34 | | | 422 | 1431 | 1445 | OVER SIDI OPT |
| 15:57 | | | 425 | 588 | 588 | SIDI TO CASA + RETURN |
| 16:12 | | | 429 | 107 | 107 | DESCENT TO REFUEL |
| 16:35 | | | 280 | 107 | 107 | END REFUELING |
| 16:45 | | | 412 | 68 | 68 | LEVEL OFF OPT |
| 21:10 | | | 425 | 1875 | 1875 | SIDI TO CASA TO MARRAKECH TO SIDI |
| 21:29 | | | 430 | 136 | 136 | DESCENT TO REFUEL |
| 21:56 | | | 265 | 119 | 119 | REFUEL |
| 22:06 | | | 411 | 68 | 68 | LEVEL OFF OPT |
| | | | | 13213 | 13198 | |

(2)

| TIME | WIND | TH | TAS | AIR DIST. | GRND DIST. | |
|------|------|----|-----|-----------|------------|-----------------------------------|
| 0308 | | | 425 | 2137 | 2137 | 2117X TO BIZERTE + RETURN TO SIDI |
| 0328 | | | 427 | 144 | 146 | DESCENT TO REFUEL |
| 0354 | | | 275 | 119 | 119 | REFUEL @ |
| 0404 | | | 412 | 69 | 69 | LEVEL OFF OPT. |
| 0630 | | | 428 | 1040 | 1040 | SIDI TO CASA TO SIDI ORBIT |
| 0649 | | | 431 | 136 | 141 | DESCENT TO REFUEL |
| 0717 | | | 275 | 129 | 136 | REFUEL |
| 0733 | | | 420 | 112 | 115 | LEVEL OFF OPT |
| 1037 | | | 420 | 1022 | 1018 | TO FAIRFORD |
| 1140 | | | 410 | 431 | 431 | FAIRFORD AREA |
| 1153 | | | 240 | 52 | 52 | PENETRATION & LAND |
| | | | | 13213 | 13198 | |
| | | | | 5391 | 5404 | |
| | | | | 18604 | 18602 | |

FUEL TRANSFERRED

| | |
|----|-----------------------------|
| 1- | 53,880 |
| 2- | 52,400 |
| 3- | 57,080 |
| 4- | 53,650 |
| 5- | 47,400 |
| 6- | 50,000 |
| 7- | 57,150 |
| 8- | 44,930 |
| 9- | 10,300 |
| | 426,790 # TOTAL TRANSFERRED |
| | 85,500 # T.O. FUEL WT. |
| | 512,290 |
| | 38,500 # CUT ENGINE FUEL |
| | 473,790 # FUEL USED |

PILOT Farhart P.H.
NAVIGATOR McLoughlin
CREW NO. 83580
PLANE NO. 062
ORGANIZATION 65th
TYPE B47
DATE 12th - 18th 4/19 MM

| ENG. START | T. O. | LAND | FLIGHT TIME |
|------------|-------|-------|-------------|
| 12:07 | 12:30 | 12:05 | 47:25 |

FORMATION POSITION

[illegible]

| SUN | | MOON | | TWILIGHT | |
|-------|------|-------|------|----------|-------|
| RISES | SETS | RISES | SETS | A. M. | P. M. |
| | | | | | |

| WATCH | FAST SLOW | Rate sec/hr | GAIN LOSS |
|-------|--------------|-------------|--------------|
| AT | GCT (DATE) | | |

| | | | |
|-------------------------------|----------------------|---------------------------------|--|
| Departure <u>Sidi Slimane</u> | | Destination <u>Fairford AFB</u> | |
| OFFICIAL | | ALT. SETT. | |
| (NAME) | <u>W. A. McElroy</u> | DEP. | |
| (RANK) | | DEST. | |

FLIGHT PLAN

FLIGHT PLAN

16-44761-2

FROM—

To—

Taxi 7.00

MARRAKECH 31-29 N 08-00 W (Bomb P/O) +200

Bizerbe 37-16N 09-53 E

Holyhead 53-22N 04-35 W

Bizerbe 27-16a 09-53E

MARRAKECH 31-39. N 08-00 W

[illegible]

FLIGHT RECORD

| T.O. | | DATE | | HEADINGS | | | | | | POSITION | | AND/OR | | GENERAL OBSERVATIONS | | IAS | CAS (K) | PRESS ALT. | TEMP. °C. | TAS | RUN | | AIR- MILES | G. S. | TO RUN | | ETA | |
|-------|-------|-----------------------|-----|----------|-----|------|-----|-------------------|---|----------|--|--------|--|----------------------|--|---------|---------|------------|-----------|-----|-------|------|------------|-------|--------|------|-----|--|
| TIME | T. C. | W/V USED AND/OR DRIFT | TH. | VAR. | MH. | DEV. | CH. | NAVIGATIONAL | OBSERVATION | | | | | | | | | | | | DIST. | TIME | | | DIST. | TIME | | |
| 12:30 | | | | | | | | | Take off + climb to 35m over Sidi Slimane | | | | | | | | | | | 390 | | | | | | | | |
| 12:32 | 148 | 130/40 | 148 | +10 | 158 | | | over Sidi Slimane | on Bombier Road (Ksar Es Souk) | | | | | | | 35m | | | | 420 | | | | | | | | |
| 13:35 | | N 50 W 02 | | | | | | | completed (4 bombs) s.c. for MARRAKESH | | | | | | | " | | | | " | | | | | | | | |
| 15:07 | 264 | | 264 | +10 | 274 | | | | checked in to MARRAKESH Road | | | | | | | P/O 36m | | | | 424 | | | | | | | | |
| 15:35 | | | | | | | | | 22-24 N | | | | | | | 36m | | | | 425 | | | | | | | | |
| 16:25 | | | 038 | +11 | 044 | | | over Sidi Slimane | POPT MARRAKESH | | | | | | | " | | | | 440 | | | | | | | | |
| 17:00 | | | | | | | | | 34 08 N | | | | | | | 18m | | | | 250 | | | | | | | | |
| 17:12 | | 12 N 14 E | 095 | | | | | | 05 26 W | | | | | | | " | | | | | | | | | | | | |
| 17:15 | | | | | | | | | (508 000 W in Radar) | | | | | | | " | | | | | | | | | | | | |
| 17:18 | | | | | | | | | contacted 1 1/2 min + broke away | | | | | | | " | | | | | | | | | | | | |
| 17:28 | | | | | | | | | contact | | | | | | | " | | | | | | | | | | | | |
| 17:29 | | | | | | | | | Break away | | | | | | | " | | | | | | | | | | | | |
| 17:36 | | | | | | | | | contact | | | | | | | " | | | | | | | | | | | | |
| 17:56 | 075 | 277/52 | 075 | +7 | 080 | | | 34-22 N | Break away End Rpt. | | | | | | | " | | | | 410 | | | | | | | | |
| 18:18 | 075 | -2 | 075 | +7 | 080 | | | 34-54 N | 00-38 W | | | | | | | 32m | | | | 420 | | | | | | | | |
| 18:23 | 360 | -7 300/65 | 353 | +6 | 359 | | | 35-36 N | 02-43 E | | | | | | | 327 | | | | 420 | | | | | | | | |
| 19:09 | 001 | -8 | 353 | +6 | 359 | | | 36-00 N | 05-00 W | | | | | | | 327 | | | | 415 | | | | | | | | |
| 19:52 | 330 | 360/24 | 332 | +7 | 339 | | | 39-48 N | 05-04 E | | | | | | | 33.3 | | | | 412 | | | | | | | | |
| 20:46 | 326 | 043/57 | 334 | +5 | 339 | | | 44-20 N | 04-45 E | | | | | | | 34.5 | | | | | | | | | | | | |
| 21:06 | | 023/45 | 332 | | 339 | | | 48-59 W | 00-35 E | | | | | | | 36m | | | | 407 | | | | | | | | |
| 21:28 | 150 | -8 | 042 | +8 | 150 | | | over Sidi Slimane | (sc 8000 ft) | | | | | | | 37m | | | | 405 | | | | | | | | |
| 21:51 | 154 | -4 | 150 | +7 | 157 | | | over Sidi Slimane | (sc 8000 ft) | | | | | | | 37m | | | | 420 | | | | | | | | |

U. S. GOVERNMENT PRINTING OFFICE

| T. O. | DATE | HEADINGS | | | | | POSITION | AND/OR OBSERVATION | GENERAL OBSERVATIONS | IAS | CAS (K) | PRESS ALT. | TEMP. °C | TAS | RUN | | AIR- MILES | G. S. | TO RUN | | ETA |
|-------|------|-----------------------------|-------|-----------------------|-----|------|----------|---|----------------------|-----|---------|------------|------------------|-------------|-----|------|------------|-------|--------|--------------|--------------------|
| | | TIME | T. C. | W/V USED AND/OR DRIFT | TH. | VAR. | | | | | | | | | MH. | DEV. | | | CH. | NAVIGATIONAL | |
| 03:01 | 180 | 239/50 | +7 | 187 | -7 | 194 | ✓ | 41-34 05-06 | | | | 37.5 | | 405 | | | 415 | | | | Sidi Slimane 01:02 |
| 03:15 | | 270/40 | | 188 | | 194 | ✓ | 39-51 N 04-42 E | | | | 37.5 | | 411 | | | 415 | | | | Sidi Slimane 01:02 |
| 03:49 | 256 | +2 | 258 | +8 | 266 | | ✓ | 36-00 N 04-05 E | | | | 38.3 | | 407 | | | 370 | | | | Sidi Slimane 01:14 |
| 04:27 | | N 14 290/ W 42 142 +3 | | | | | ✓ | 35-08 N 00-41 W | | | | 37.0 | | 415 | | | 380 | | | | Sidi Slimane 01:11 |
| 04:09 | | | | 075 | | | | over Sidi (starving down to Rendez, with Tanker) | | | | | | 430 | | | | | | | |
| 04:51 | | | | | | | | contact | | | | 15.2 | | 240 | | | | | | | |
| 05:21 | | | | | | | | Break away End Retn ship # 22604 | | | | 52 | 400 ^m | Transferred | | | | | | | |
| 05:38 | | | | | | 044 | | A 32.2/ 0733w | | | | 39m | | 412 | | | | | | | |
| 05:43 | | | | | | | | Sidi Slimane Area waiting to pick up another Tanker | | | | 32m | | 424 | | | | | | | |
| 05:52 | | | | | | 090 | | Picked up tanker signal at 185m | | | | | | | | | | | | | |
| 05:53 | | | | | | | | Closed to 1/2 nm (Rendez complete) (credit Rendez, To Col. Burchinal) | | | | | | 435 | | | | | | | |
| 05:54 | | | | | | 090 | | contact | | | | 18m | | 230 | | | | | | | |
| 05:55 | | | | | | | | Break away | | | | | | | | | | | | | |
| 05:56 | | | | | | 045 | | contact | | | | 18m | | 235 | | | | | | | |
| 05:57 | | | | | | | | Break away | | | | | | | | | | | | | |
| 05:58 | | | | | | 087 | | contact | | | | 18m | | 260 | | | | | | | |
| 05:59 | | | | | | | | Break away | | | | | | | | | | | | | |
| 06:00 | | | | | | 080 | | contact | | | | 17.5 | | 270 | | | | | | | |
| 06:01 | | | | | | | | Break away | | | | | | | | | | | | | |
| 06:02 | | | | | | 272 | | contact | | | | 17.4 | | 280 | | | | | | | |
| 06:03 | | | | | | | | Break away | | | | " | | " | | | | | | | |
| 06:04 | | | | | | 272 | | S/C For Fairford | | | | " | | " | | | | | | | |
| 06:05 | | | | | | 085 | | 57080 lbs transferred ship # 22605 | | | | " | | " | | | | | | | |

| | | | | | | | | | | | | | |
|-----------|-----|--------|--------|-----|-----------------------------|--------------------------------------|-------------------------------------|-----|-----|-----|-----|-------|-----------|
| 06:35 | 076 | 3156 | 070 | 080 | N 02-03 W | | 34 M | 420 | 450 | 506 | 49 | 02:24 | |
| 07:32 | 360 | 3155 | 353 +7 | 360 | N 37-24 W | | 35 M | 416 | | 510 | 08 | 02:46 | MARKVILLE |
| 07:56 | 360 | -5 | 355 +6 | 001 | N 39-50 E | | 36 M | 417 | 150 | 24 | | 07:55 | 08:29 |
| 08:29 | | 31926 | | | N 43-25 W | | 37 M | 420 | | | | 1310 | 09:55 |
| 08:38 | 330 | +2 | 332 +7 | 339 | N 44-20 N | | 37 M | 419 | | | | 388 | 450 |
| 09:19 | | 330/90 | | 339 | N 44-40 E | | 38.7 | 401 | | | | 340 | 450 |
| 09:52 | | 045/42 | | | N 47-50 N | | 39.0 | 422 | | | | 200 | 1:35 |
| 10:06 | | | | | N 50-42 W | over 1510 0.5 Wight | | | | | | | |
| 10:13 | | | | | N 01-08 W | Signal from Tanker | 125 NM | 425 | | | | | |
| 10:30 | | | | | Tanker | | | 425 | | | | | |
| 10:38 | | | | | Bacon | 50 NM | | 425 | | | | | |
| 10:55 1/2 | | | | | Tanker at 1/2 NM | Rendez. complete | (Credit Rendez. to Col. Burchinal) | 429 | | | | | |
| 11:00 | 150 | | | | Contract ship # 52560 | | 17 M | 265 | | | | | |
| 11:10 | 150 | 360/40 | 148 +7 | 155 | Break away (Red. 53650/168) | | 17 M | 270 | | | | | |
| 11:24 | | 045/20 | 155 | | SP for Sidi Slimane | | | | | | | | |
| 12:20 | | | 147 | 154 | N 50-30 N | | 30.5 | 420 | 455 | | | | |
| 12:23 | 180 | +7 | 187 +7 | 194 | N 1-13 W | | 30.5 | 420 | | | | | |
| 12:50 | | N 10 | 177 +7 | 184 | N 49-01 N | | 33.6 | 417 | 430 | 400 | 156 | 12:20 | |
| 13:17 | 256 | +2 | 258 +8 | 266 | N 000-07 E | | 35 M | 426 | | | | | |
| 14:13 | | | | 280 | N 42-57 N | | | 415 | | | | | |
| 14:34 | | | | | N 44-48 E | | | | | | | | |
| 15:45 | | | | | N 42-36 N | | | | | | | | |
| 16:16 | | | | | N 04-54 E | | | | | | | | |
| 16:35 | | | | | N 30-17 W | | | | | | | | |
| | | | | | N 04-26 E | | | | | | | | |
| | | | | | N 36-09 N | | | | | | | | |
| | | | | | N 04-23 E | | | | | | | | |
| | | | | | N 34-39 | | | | | | | | |
| | | | | | N 02-12 W | | | | | | | | |
| | | | | | over Sidi Slimane | Holdings in the Area to pick up fuel | | | | | | | |
| | | | | | Rendez with | Tanker # 52277 | 15:50 picked up to signal at 105 NM | | | | | | |
| | | | | | Contract | | 16:12 closed up to 12 NM | | | | | | |
| | | | | | Break away | { 34 25 W | 18 M | 280 | | | | | |
| | | | | | | Received 47 400 lbs | | | | | | | |

| T.O. | | DATE | | HEADINGS | | | | | | POSITION | | AND/OR | | GENERAL OBSERVATIONS | | IAS | CAS (K) | PRESS ALT. | TEMP °C. | TAS | RUN | | AIR- MILES | G.S. | TO RUN | | ETA |
|-------|------|-------|--------------------------------|----------|--------------------------|-----|------|-----|--------------|--|--|--------|-------|----------------------|---------------|-----|---------|------------|----------|-----|-----------------------------------|------|------------|------|--------|------|-----|
| TIME | L.C. | | W/V USED AND/OR DRIFT | THL | VAR. | MH. | DEV. | CH. | NAVIGATIONAL | OBSERVATION | | | | | | | | | | | DIST. | TIME | | | DIST. | TIME | |
| 16:35 | - | | 21:00 | | Holding in the Sidi Area | | | | | | | | | | | | | | | | | | | | | | |
| 21:00 | | | | | | | | | | Picked up Tanker Beacon at 115 nm | | 20. | 1645- | 32m | | | | | | 425 | 2 | | | | | | |
| 21:29 | | | | | | | | | | closed to 1/2 nm Rendez Complete | | | | | | | | | | 430 | | | | | | | |
| 21:37 | | | | | | 276 | | | | contact Tanker # 613 | | | | 18m | | | | | 245 | | | | | | | | |
| 21:56 | | | | | | 276 | | | | Break Away 50.00 lbs received | | | | 18m | | | | | 290 | | | | | | | | |
| 21:57 | to | 02:38 | | | | | | | | might Col Lager was seen AB to right last sets to Nardoun AB (see chart) | | | | | | | | | 435 | | | | | | | | |
| 03:08 | | | ²⁹⁵ / ₃₀ | | | | | | | Picked up Tanker Beacon at 110 nm | | | | 35.0 | 18m | 210 | | | * | 355 | (Credit Rendez. To Col Burchinal) | | | | | | |
| 03:38 | | | ²⁹⁵ / ₃₀ | | | | | | | closed to 1/2 nm Rendez. complete | | | | 35.0 | 18m | | | | | 250 | | | | | | | |
| 03:39 | | | | | | 095 | | | | contact | | | | | 18m | | | | 260 | | | | | | | | |
| 03:40 | | | | | | | | | | Break away | | | | " | | | | | " | | | | | | | | |
| 03:46 | | | | | | 128 | | | | contact | | | | " | | | | | 275 | | | | | | | | |
| 03:48 | | | | | | 268 | | | | Break away | | | | " | | | | | 280 | | | | | | | | |
| 03:50 | | | | | | 272 | | | | contact | | | | " | | | | | 280 | | | | | | | | |
| 03:51 | | | | | | 270 | | | | Break away | | | | " | | | | | 280 | | | | | | | | |
| 03:54 | | | | | | | | | | contact | | | | " | | | | | 280 | | | | | | | | |
| 03:54 | TO | 06:30 | | | | | | | | Break away (57150 lbs received) | | | | | Tanker # 2603 | | | | 428 | | | | | | | | |
| 06:30 | | | | | | | | | | Remaining in Sidi Slimane Area | | | | | | | | | 427 | | | | | | | | |
| 06:35 | | | | | | | | | | starting Rendez. | | | | | | | | | 429 | | | | | | | | |
| 06:49 | | | ²⁸⁰ / ₃₅ | | | | | | | picked up signal at 85 nm | | | | | | | | | | | | | | | | | |
| 06:53 | | | | | | | | | | closed TO 1/2 nm | | | | | | | | | | | | | | | | | |
| 07:09 | | | | | | 060 | | | | contact ship # 613 | | | | 18m | | | | | 250 | | | | | | | | |
| | | | | | | | | | | Break away 44930 lbs Rec. | | | | 18m | | | | | 280 | </ | | | | | | | |

[illegible]

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[illegible]

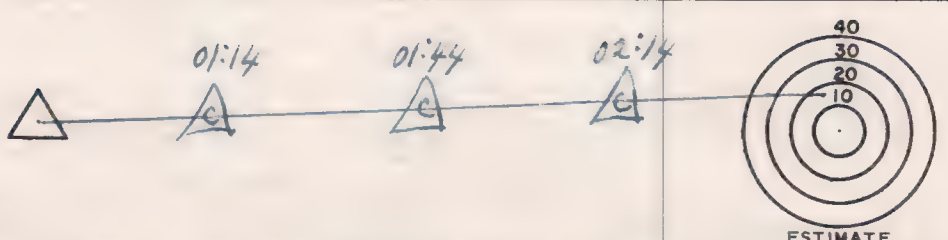
NO PHOTOS

OK

| NAVIGATION EVALUATION REPORT | | FILE DATA (Check applicable blocks) | | COMPLETE <input checked="" type="checkbox"/> INCOMPLETE <input type="checkbox"/> | | SELECT, LEAD OR COMBAT READY CREWS <input checked="" type="checkbox"/> NON-READY CREWS <input type="checkbox"/> | |
|---|-------------------------------------|---|--|--|-------------------------|---|--------------------------|
| | | <input type="checkbox"/> DAY CELESTIAL | <input checked="" type="checkbox"/> RECORD | | | | |
| | | <input checked="" type="checkbox"/> NIGHT CELESTIAL | <input checked="" type="checkbox"/> PRACTICE | | | | |
| | | <input type="checkbox"/> GRID | | | | | |
| CREW MEMBERS (Last name and initials) | | | | | | | |
| NAVIGATOR | | AIRCRAFT COMMANDER | | RADAR OBSERVER | | | |
| M.C. Coy F.A. | | Earhart, P.H. | | M.C. Coy F.A. | | | |
| DEPARTURE POINT | | TERMINAL POINT | | FLIGHT TIME | | | |
| 33-16N 07-30W | | 37-16N 09-52E | | DEPARTURE (GMT) | | ETA (GMT) | |
| | | | | 22 20 | | 00:21 | |
| (1-3) WG | (4-6) SQUADRON | (7-11) CREW NUMBER | (12-15) DATE | (16) AIRCRAFT TYPE | (17-19) AIRCRAFT NUMBER | | |
| 43 | 65 | R35 B6 | 18 11 | 7 | 062 | | |
| WEATHER CONDITIONS AFFECTING NAVIGATION MISSION (Check applicable blocks) | | | (20) OVER-CAST | (21) UNDER-CAST | (22) TURBU-LENCE | (23-24) ALTITUDE FLOWN (thousands of feet) | |
| DID NOT INTERFERE WITH OBSERVATION | | | 1 | 1 | 1 | 33 | |
| SERIOUSLY INTERFERED WITH OBSERVATION | | | 2 | 2 | 2 | FINAL WIND USED | |
| MADE KEY OBSERVATIONS IMPOSSIBLE | | | 3 | 3 | 3 | (26-28) DIRECTION | (29-31) VELOCITY (Knots) |
| | | | | | | 304 | 52 |
| (32) FINAL WIND DETERMINED BY (Check applicable block) | | | | (33-36) DEGREES RIGHT OR LEFT (Indicate) | | (37-39) TRUE HEADING | |
| 1 | <input checked="" type="checkbox"/> | CELESTIAL ONLY | 5 | 000 | | 070 | |
| 2 | | CELESTIAL AND BOMB-SIGHT OR DRIFTMETER | 6 | (40-42) CALCULATED TRACK | | (43-44) FINAL CORRECTION GIVEN (minutes before ETA) | |
| 3 | | CELESTIAL AND BELLAMY | 7 | 075 | | | |
| 4 | | CELESTIAL AND METRO | 8 | (45) TYPE OF MISSION (Check applicable block) | | | |
| | | | | <input checked="" type="checkbox"/> 1 ETA DETERMINED ENROUTE | | <input type="checkbox"/> 2 ETA PREDE-TERMINED | |
| | | | | | | | |
| (46-48) PLANNED FINAL TRACK | | (49) PLANNED TRACK (Check applicable block) | | (50-52) TOTAL LENGTH OF NAVIGATION LEG (Tens of miles) | | | |
| 074 | | <input checked="" type="checkbox"/> 1 STRAIGHT LEG <input type="checkbox"/> 2 DOG LEG | | 91 | | | |
| TYPE OF NAVIGATION (Circle appropriate number) | | | | | | | |
| (53) | 1 | DAY CELESTIAL | (2) | NIGHT CELESTIAL | 3 | GRID | |
| (54) | | NO. LOPS | | NO. OF SINGLE LOPS | | NO. HEADING CHECKS | |
| (55) | | NO. 2 BODY FIXES | | NO. OF 2 STAR FIXES | | NO. CELESTIAL FIXES | |
| (56) | | NO. OF FIXES (SUN-PLOP) | 3 | NO. OF 3 STAR FIXES | | NO. CELESTIAL GRID WINDS | |
| (57) | | NO. OF MPP'S | 2 | NO. OF CELESTIAL WINDS | | | |
| (58) | | BELLAMY DRIFTS OR PLOPS | 1 | NO. OF TH ASTRO CHECKS | | | |
| (59) | | BOMBSIGHT DRIFTS | | | | | |
| (60) | | DRIFTMETER DRIFTS | | | | | |
| (61) | | NO. TH ASTRO CHECKS | | | | | |
| NAME, GRADE, AND AFSN OF NAVIGATOR | | | | SIGNATURE OF NAVIGATOR | | | |
| MCCoy MAJOR AD-686100 | | | | F.A. McCoy | | | |

| (62) REASON FOR FAILURE TO COMPLETE BRIEFED NAVIGATION LEG (Check applicable block) | | | | (63) REASON FOR FAILURE TO OBTAIN SCOPE PHOTO (Check applicable block) | | | |
|--|-------------------------------------|--|------|---|---|---|--|
| 1 | <input checked="" type="checkbox"/> | NO FAILURE | | 1 | <input checked="" type="checkbox"/> | NO FAILURE | |
| 2 | | WEATHER | | 2 | | RADAR FAILURE | |
| 3 | | AIRCRAFT FAILURE | | 3 | <input checked="" type="checkbox"/> | CAMERA FAILURE | |
| 4 | | EQUIPMENT FAILURE (Specify) | | 4 | | FILM PROCESSING DEFECTIVE | |
| 5 | | PERSONNEL ERROR | | 5 | | OPERATOR ERROR | |
| 6 | | OTHER (Specify) | | 6 | | TOO FAR OFF TO SCORE | |
| | | | | 7 | | AIRCRAFT NOT EQUIPPED WITH SCOPE CAMERA | |
| | | | | 8 | | OTHER (Specify) | |
| (64) SCORING METHOD (Check applicable block) | | | | | | | |
| 1 | <input checked="" type="checkbox"/> | RADAR SCOPE PHOTO AT ETA | | | 6 | | LORAN |
| 2 | | DIRECT PHOTO AT ETA | | | 7 | | GROUND RADAR (ADC, RBS, etc) |
| 3 | <input checked="" type="checkbox"/> | RADAR FIX (S7 R 13 CF 15) | | | 8 | | INDEPENDENT OBSERVER |
| 4 | | PILOT FIX (Visual) | | | 9 | | OTHER (Specify) |
| 5 | | D. R. FROM SCOPE PHOTO OTHER THAN AT ETA | | | | | |
| RANGE ERROR AND COURSE ERROR (Check applicable blocks and indicate nautical miles) | | | | | | | |
| (65) | OVER | (66-67) NAUTICAL MILES | (68) | RIGHT | (69-70) NAUTICAL MILES | 15.0 | |
| (65) | SHORT | (66-67) NAUTICAL MILES | (68) | LEFT | (69-70) NAUTICAL MILES | | |
| (74) MISSION CLASSIFICATION (Check applicable block) | | | | | | | |
| 1 | <input checked="" type="checkbox"/> | ROUTINE TRAINING MISSION | | | 4 | | MISSION FLOWN UNDER THE SUPERVISION OF 3908TH STRATEGIC EVALUATION SQUADRON |
| 2 | | SAC EVALUATION MISSION | | | 5 | | OTHER (To be used as directed by Headquarters SAC only) |
| 3 | | SAC NAVIGATIONAL COMPETITION MISSION | | | | | |
| NAME, GRADE, AND AFSN OF SCORING OFFICER | | | | SIGNATURE OF SCORING OFFICER | | | |
| (POR) F. A. McCox, MAJ. | | | | John J. Naughton | | | |
| REPLOT ERROR | | | | | | | |
| ERROR OF FIXES (Indicate nautical miles) | | | | | TOTAL COMPUTATION AND PLOTING ERROR (NM) | | DISTANCE BETWEEN REPLOT AND SCORED POSITIONS AT ETA (NM) |
| 1 | 2 | 3 | 4 | 5 | | | |
| REMARKS <div style="font-size: 1.2em; margin-top: 20px;">No radar film Lt Thomas Tgt Unit.</div> <div style="margin-top: 20px; text-align: center;"> 237704 FORWARD BOARD 237704 FORWARD T-12 SENT TO SQ 237704 </div> | | | | | | | |
| NAME, GRADE, AND AFSN OF REPLOT OBSERVER | | | | SIGNATURE OF REPLOT OBSERVER | | | |
| NAME, GRADE, AND AFSN OF SQUADRON OBSERVER OR AUTHORIZED REPRESENTATIVE | | | | SIGNATURE OF SQUADRON OBSERVER OR AUTHORIZED REPRESENTATIVE | | | |
| EDWARDS, JAMES T. MAJ. 6646-A | | | | James T. Edwards | | | |

NO PHOTOS

| NAVIGATION EVALUATION REPORT | | | | FILE DATA (Check applicable blocks) | | | | COMPLETION STATUS | | | |
|--|-----------------------------|------------------------------------|------------------------------------|--|--|---|---|---|--|--|--|
| | | | | <input type="checkbox"/> DAY CELESTIAL | <input checked="" type="checkbox"/> RECORD | | <input checked="" type="checkbox"/> COMPLETE | <input type="checkbox"/> SELECT, LEAD OR COMBAT READY CREWS | | | |
| | | | | <input checked="" type="checkbox"/> NIGHT CELESTIAL | <input checked="" type="checkbox"/> PRACTICE | | <input type="checkbox"/> INCOMPLETE | <input type="checkbox"/> NON-READY CREWS | | | |
| | | | | <input type="checkbox"/> GRID | | | | | | | |
| CREW MEMBERS (Last name and initials) | | | | | | | | | | | |
| NAVIGATOR <i>McCoy, F.A.</i> | | | | AIRCRAFT COMMANDER <i>Earhart, P.H.</i> | | | | RADAR OBSERVER <i>McCoy, F.A.</i> | | | |
| DEPARTURE POINT <i>37-21N 09-45 E</i> | | | | TERMINAL POINT <i>33-16N 07-33W</i> | | | | FLIGHT TIME DEPARTURE (GMT) <i>00:30</i> ETA (GMT) <i>02:38</i> | | | |
| (1-3) WG <i>43</i> | (4-6) SQUADRON <i>65</i> | (7-11) CREW NUMBER <i>R3580</i> | (12-15) DATE <i>1911</i> | (16) AIRCRAFT TYPE <i>7</i> | (17-19) AIRCRAFT NUMBER <i>062</i> | | | | | | |
| WEATHER CONDITIONS AFFECTING NAVIGATION MISSION (Check applicable blocks) | | | | (20) OVER-CAST <i>1</i> | (21) UNDER-CAST <i>1</i> | (22) TURBULENCE <i>1</i> | (23-24) ALTITUDE FLOWN (thousands of feet) <i>35</i> | | (25) FLIGHT CONTROL (Check applicable block) <input type="checkbox"/> 1 MANUAL <input checked="" type="checkbox"/> 2 AUTO PILOT | | |
| DID NOT INTERFERE WITH OBSERVATION | | | | <i>1</i> | <i>1</i> | <i>1</i> | | | | | |
| SERIOUSLY INTERFERED WITH OBSERVATION | | | | <i>2</i> | <i>2</i> | <i>2</i> | FINAL WIND USED | | | | |
| MADE KEY OBSERVATIONS IMPOSSIBLE | | | | <i>3</i> | <i>3</i> | <i>3</i> | (26-28) DIRECTION <i>333</i> | | (29-31) VELOCITY (Knots) <i>36</i> | | |
| (32) FINAL WIND DETERMINED BY (Check applicable block) | | | | | | | FINAL CORRECTIONS AND COURSE | | | | |
| 1 <input type="checkbox"/> CELESTIAL ONLY | | | | 5 <input type="checkbox"/> LORAN | | | | (33-36) DEGREES RIGHT OR LEFT (Indicate) <i>01R</i> | | (37-39) TRUE HEADING <i>258</i> | |
| 2 <input type="checkbox"/> CELESTIAL AND BOMB-SIGHT OR DRIFTMETER | | | | 6 <input type="checkbox"/> RADAR DOPPLER | | | | (40-42) CALCULATED TRACK <i>253</i> | | (43-44) FINAL CORRECTION GIVEN (minutes before ETA) <i>18</i> | |
| 3 <input type="checkbox"/> CELESTIAL AND BELLAMY | | | | 7 <input type="checkbox"/> RADAR - OTHER | | | | (45) TYPE OF MISSION (Check applicable block) | | | |
| 4 <input type="checkbox"/> CELESTIAL AND METRO | | | | 8 <input type="checkbox"/> OTHER (Specify) | | | | <input checked="" type="checkbox"/> 1 ETA DETERMINED ENROUTE <input type="checkbox"/> 2 ETA PREDETERMINED | | | |
|  | | | | | | | | | | | |
| (46-48) PLANNED FINAL TRACK <i>251</i> | | | | (49) PLANNED TRACK (Check applicable block) <input checked="" type="checkbox"/> 1 STRAIGHT LEG <input type="checkbox"/> 2 DOG LEG | | | | (50-52) TOTAL LENGTH OF NAVIGATION LEG (Tens of miles) <i>91</i> | | | |
| TYPE OF NAVIGATION (Circle appropriate number) | | | | | | | | | | | |
| (53) | 1 | DAY CELESTIAL | <input checked="" type="radio"/> 2 | NIGHT CELESTIAL | 3 | GRID | | | | | |
| (54) | | NO. LOPS | | NO. OF SINGLE LOPS | | NO. HEADING CHECKS | | | | | |
| (55) | | NO. 2 BODY FIXES | | NO. OF 2 STAR FIXES | | NO. CELESTIAL FIXES | | | | | |
| (56) | | NO. OF FIXES (SUN-PLOP) | <i>3</i> | NO. OF 3 STAR FIXES | | NO. CELESTIAL GRID WINDS | | | | | |
| (57) | | NO. OF MPP'S | <i>2</i> | NO. OF CELESTIAL WINDS | | | | | | | |
| (58) | | BELLAMY DRIFTS OR PLOPS | <i>1</i> | NO. OF TH ASTRO CHECKS | | | | | | | |
| (59) | | BOMBSIGHT DRIFTS | | | | | | | | | |
| (60) | | DRIFTMETER DRIFTS | | | | | | | | | |
| (61) | | NO. TH ASTRO CHECKS | | | | | | | | | |
| NAME, GRADE, AND AFSN OF NAVIGATOR <i>McCoy MAJOR AC-626100</i> | | | | | | SIGNATURE OF NAVIGATOR <i>F.A. McCoy</i> | | | | | |

| (62) REASON FOR FAILURE TO COMPLETE BRIEFED NAVIGATION LEG (Check applicable block) | | | | (63) REASON FOR FAILURE TO OBTAIN SCOPE PHOTO (Check applicable block) | | | |
|--|-------------------------------------|--|------------|---|--|--|--|
| 1 | <input checked="" type="checkbox"/> | NO FAILURE | | 1 | <input checked="" type="checkbox"/> | NO FAILURE | |
| 2 | | WEATHER | | 2 | | RADAR FAILURE | |
| 3 | | AIRCRAFT FAILURE | | 3 | <input checked="" type="checkbox"/> | CAMERA FAILURE | |
| 4 | | EQUIPMENT FAILURE (Specify) | | 4 | | FILM PROCESSING DEFECTIVE | |
| 5 | | PERSONNEL ERROR | | 5 | | OPERATOR ERROR | |
| 6 | | OTHER (Specify) | | 6 | | TOO FAR OFF TO SCORE | |
| | | | | 7 | | AIRCRAFT NOT EQUIPPED WITH SCOPE CAMERA | |
| | | | | 8 | | OTHER (Specify) | |
| (64) SCORING METHOD (Check applicable block) | | | | | | | |
| 1 | <input checked="" type="checkbox"/> | RADAR SCOPE PHOTO AT ETA | | 6 | | LORAN | |
| 2 | | DIRECT PHOTO AT ETA | | 7 | | GROUND RADAR (ADC, RBS, etc) | |
| 3 | <input checked="" type="checkbox"/> | RADAR FIX (S6 L14 CF 16) | | 8 | | INDEPENDENT OBSERVER | |
| 4 | | PILOT FIX (Visual) | | 9 | | OTHER (Specify) | |
| 5 | | D. R. FROM SCOPE PHOTO OTHER THAN AT ETA | | | | | |
| RANGE ERROR AND COURSE ERROR (Check applicable blocks and indicate nautical miles) | | | | | | | |
| (65) | OVER | (66-67) NAUTICAL MILES | (68) RIGHT | (69-70) NAUTICAL MILES | 16.0 | | |
| (65) | SHORT | (66-67) NAUTICAL MILES | (68) LEFT | (69-70) NAUTICAL MILES | | | |
| (74) MISSION CLASSIFICATION (Check applicable block) | | | | | | | |
| 1 | <input checked="" type="checkbox"/> | ROUTINE TRAINING MISSION | | 4 | | MISSION FLOWN UNDER THE SUPERVISION OF 3908TH STRATEGIC EVALUATION SQUADRON | |
| 2 | | SAC EVALUATION MISSION | | 5 | | OTHER (To be used as directed by Headquarters SAC only) | |
| 3 | | SAC NAVIGATIONAL COMPETITION MISSION | | | | | |
| NAME, GRADE, AND AFSN OF SCORING OFFICER | | | | SIGNATURE OF SCORING OFFICER | | | |
| (MAJ) F. A. MCCOY, MAJ. | | | | John J. Naughton (VIC Air Task Rec) | | | |
| REPLOTTING ERROR | | | | | | | |
| ERROR OF FIXES (Indicate nautical miles) | | | | | TOTAL COMPUTATION AND PLOTTING ERROR (NM) | | DISTANCE BETWEEN REPLOTTING AND SCORED POSITIONS AT ETA (NM) |
| 1 | 2 | 3 | 4 | 5 | | | |
| REMARKS <div style="font-size: 1.2em; margin-top: 20px;">No radar fix - ET Thomas - left fuel</div> <div style="margin-top: 20px;"> POSTED LEDGER <u>23 NOV</u> POSTED BOARD <u>23 NOV</u> POSTED T-12 <u>23 NOV</u> SENT TO SQ <u>23 NOV</u> </div> | | | | | | | |
| NAME, GRADE, AND AFSN OF REPLOTTING OBSERVER | | | | SIGNATURE OF REPLOTTING OBSERVER | | | |
| NAME, GRADE, AND AFSN OF SQUADRON OBSERVER OR AUTHORIZED REPRESENTATIVE | | | | SIGNATURE OF SQUADRON OBSERVER OR AUTHORIZED REPRESENTATIVE | | | |
| EDWARDS, JAMES T. MAJ. 64964 | | | | James T. Edwards | | | |

MOTION OF BODY CORRECTION FOR (4) FOUR MINUTES OF TIME

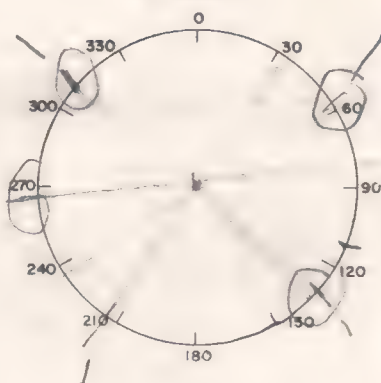
| TRUE AZI- MUTH OF BODY | LATITUDE | | | | | | | | | | | | TRUE AZI- MUTH OF BODY |
|------------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|---------|-----------------|-------------|-----|--|--|------------------------------------|
| | 0° 8° 16° | 20° 24° 28° | 30° 32° 34° | 36° 38° 40° | 42° 44° 46° | 48° 50° 52° | 54° 56° | 60° 64° 68° 72° | 76° 80° 84° | | | | |
| 090 | +60 +59 +57 | +56 +55 +53 | +52 +51 +50 | +49 +47 +45 | +44 +43 +42 | +41 +39 +37 | +35 +34 | +29 +27 +23 +19 | +15 +11 +6 | 090 | | | |
| 095 | 60 59 57 | 56 55 53 | 52 51 49 | 49 47 45 | 44 43 42 | 40 39 37 | 35 33 | 29 27 23 19 | 15 11 6 | 085 | | | |
| 100 | 59 59 57 | 56 54 52 | 51 51 49 | 48 46 45 | 44 43 41 | 39 37 36 | 35 33 | 29 26 22 18 | 14 10 6 | 080 | | | |
| 105 | 58 57 56 | 55 53 51 | 51 49 48 | 47 46 44 | 43 41 41 | 39 37 36 | 34 33 | 29 25 22 18 | 14 10 6 | 075 | | | |
| 110 | 56 56 54 | 53 52 50 | 49 48 47 | 46 44 43 | 42 40 39 | 38 36 35 | 33 31 | 28 25 21 17 | 13 10 6 | 070 | | | |
| 115 | 54 54 52 | 51 49 48 | 47 46 45 | 44 43 42 | 40 39 38 | 36 35 33 | 32 30 | 27 24 21 17 | 13 9 6 | 065 | | | |
| 120 | +52 +51 +50 | +49 +48 +46 | +45 +44 +43 | +42 +41 +40 | +39 +38 +37 | +35 +33 +32 | +30 +29 | +25 +23 +19 +16 | +12 +9 +6 | 060 | | | |
| 125 | 49 48 47 | 47 45 43 | 42 42 41 | 40 39 38 | 36 35 34 | 33 31 31 | 29 27 | 24 21 18 15 | 12 8 5 | 055 | | | |
| 130 | 46 45 44 | 43 42 41 | 40 40 39 | 37 37 35 | 34 31 32 | 31 29 28 | 27 26 | 23 20 17 14 | 11 8 5 | 050 | | | |
| 135 | 43 42 41 | 40 39 37 | 36 36 35 | 34 33 32 | 32 31 29 | 29 27 26 | 25 24 | 21 19 16 13 | 10 7 4 | 045 | | | |
| 140 | 39 38 37 | 36 35 34 | 33 33 32 | 31 30 29 | 28 28 27 | 26 25 24 | 23 22 | 19 17 15 12 | 9 7 4 | 040 | | | |
| 145 | 35 34 33 | 32 32 31 | 29 29 28 | 28 27 27 | 25 25 24 | 23 23 21 | 20 19 | 17 15 13 11 | 8 6 4 | 035 | | | |
| 150 | +30 +29 +29 | +28 +28 +27 | +25 +25 +25 | +24 +23 +23 | +22 +22 +21 | +20 +19 +19 | +17 +17 | +15 +13 +11 +9 | +7 +5 +3 | 030 | | | |
| 155 | 25 25 24 | 24 23 23 | 21 21 21 | 21 20 20 | 19 19 17 | 17 16 16 | 15 14 | 13 12 9 8 | 6 5 2 | 025 | | | |
| 160 | 20 20 20 | 19 19 18 | 17 17 17 | 17 16 16 | 15 15 14 | 14 13 12 | 12 11 | 11 9 7 7 | 5 4 2 | 020 | | | |
| 165 | 16 15 15 | 15 15 13 | 13 13 13 | 13 12 12 | 11 11 11 | 10 10 9 | 9 9 | 8 7 6 5 | 4 3 2 | 015 | | | |
| 170 | 11 10 10 | 10 9 9 | 9 9 8 | 8 8 8 | 8 8 7 | 7 7 7 | 7 6 | 5 4 4 3 | 3 2 1 | 010 | | | |
| 175 | 5 5 5 | 5 5 4 | 4 4 4 | 4 4 4 | 4 4 4 | 4 4 3 | 3 3 | 3 3 2 2 | 2 1 1 | 005 | | | |
| 180 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 | 0 0 0 0 | 0 0 0 | 000 | | | |
| 185 | -5 -5 -5 | -5 -5 -4 | -4 -4 -4 | -4 -4 -4 | -4 -4 -4 | -4 -4 -3 | -3 -3 | -3 -3 -2 -2 | -2 -1 -1 | 355 | | | |
| 190 | 11 10 10 | 10 9 9 | 9 9 8 | 8 8 8 | 8 8 7 | 7 7 7 | 7 6 | 5 4 4 3 | 3 2 1 | 350 | | | |
| 195 | 16 15 15 | 15 15 13 | 13 13 13 | 13 12 12 | 11 11 11 | 10 10 9 | 9 9 | 8 7 6 5 | 4 3 2 | 345 | | | |
| 200 | 20 20 20 | 19 19 18 | 17 17 17 | 17 16 16 | 15 15 14 | 14 13 12 | 12 11 | 11 9 7 7 | 5 4 2 | 340 | | | |
| 205 | 25 25 24 | 24 23 23 | 21 21 21 | 21 20 20 | 19 19 17 | 17 16 16 | 15 14 | 13 12 9 8 | 6 5 2 | 335 | | | |
| 210 | -30 -29 -29 | -28 -28 -27 | -25 -25 -25 | -24 -23 -23 | -22 -22 -21 | -20 -19 -19 | -17 -17 | -15 -13 -11 -9 | -7 -5 -3 | 330 | | | |
| 215 | 35 34 33 | 32 32 31 | 29 29 28 | 28 27 27 | 25 25 24 | 23 23 21 | 20 19 | 17 15 13 11 | 8 6 4 | 325 | | | |
| 220 | 39 38 37 | 36 35 34 | 33 33 32 | 31 30 29 | 28 28 27 | 26 25 24 | 23 22 | 19 17 15 12 | 9 7 4 | 320 | | | |
| 225 | 43 42 41 | 40 39 37 | 36 36 35 | 34 33 32 | 32 31 29 | 29 27 26 | 25 24 | 21 19 16 13 | 10 7 4 | 315 | | | |
| 230 | 46 45 44 | 43 42 41 | 40 40 39 | 37 37 35 | 34 33 32 | 31 29 28 | 27 26 | 23 20 17 14 | 11 8 5 | 310 | | | |
| 235 | 49 48 47 | 47 45 43 | 42 42 41 | 40 39 38 | 36 35 34 | 33 31 31 | 29 27 | 24 21 18 15 | 12 8 5 | 305 | | | |
| 240 | -52 -51 -50 | -49 -48 -46 | -45 -44 -43 | -42 -41 -40 | -39 -38 -37 | -35 -33 -32 | -30 -29 | -25 -23 -19 -16 | -12 -9 -6 | 300 | | | |
| 245 | 54 54 52 | 51 49 48 | 47 46 45 | 44 43 42 | 40 39 38 | 36 35 33 | 32 30 | 27 24 21 17 | 13 9 6 | 295 | | | |
| 250 | 56 56 54 | 53 52 50 | 49 48 47 | 46 44 43 | 42 40 39 | 38 36 35 | 33 31 | 28 25 21 17 | 13 10 6 | 290 | | | |
| 255 | 58 57 56 | 55 53 51 | 51 49 48 | 47 46 44 | 43 41 41 | 39 37 36 | 34 33 | 29 25 22 18 | 14 10 6 | 285 | | | |
| 260 | 59 59 57 | 56 54 52 | 51 51 49 | 48 46 45 | 44 43 41 | 39 37 36 | 35 33 | 29 26 22 18 | 14 10 6 | 280 | | | |
| 265 | 60 59 57 | 56 55 53 | 52 51 49 | 49 47 45 | 44 43 42 | 40 39 37 | 35 33 | 29 27 23 19 | 15 11 6 | 275 | | | |
| 270 | -60 -59 -57 | -56 -55 -53 | -52 -51 -50 | -49 -47 -45 | -44 -43 -42 | -41 -39 -37 | -35 -34 | -29 -27 -23 -19 | -15 -11 -6 | 270 | | | |

HO 249 PRECOMPUTATION - STARS

DEVIATION CHECK

TIME _____
 BODY _____
 GHA _____
 LONG -W _____ +E _____ LAT _____
 LHA _____
 ZN _____ HC _____
 TR. H _____
 AT _____ DEV_C _____
 N₁ _____ DEV_C _____

STAR SELECTION BY AZIMUTH



DATE 18 NOV, 54
 SOLUTION TIME 22:55
 DR { LAT 34-40 N
 LONG 02 50 W
 GHA 39 52
 CORR 1 10
 GHA ∇ CORR 41 11
 $\pm 60^\circ$ IF NEC 41-11
 ASSUM LONG \pm 03-11 W
 LHA 38-00
 ASSUM LAT 35 N

| | BODY # 1 | BODY # 2 | BODY # 3 |
|-------|------------|------------|------------|
| TRACK | <u>074</u> | <u>074</u> | <u>074</u> |
| ZN | <u>058</u> | <u>131</u> | <u>269</u> |
| ZN-TR | <u>016</u> | <u>057</u> | <u>195</u> |

LAT 35 N

GS 430

| BODY | CANIS | Rigel | Aph | POLARIS |
|----------------|-------------|------------|-------------|----------|
| MOTION OF BODY | <u>+61</u> | <u>+59</u> | <u>-72</u> | <u>0</u> |
| MOTION OF OBS | <u>+42</u> | <u>+23</u> | <u>-42</u> | |
| TOT ADJ | <u>+103</u> | <u>+82</u> | <u>-114</u> | |
| ADJ | <u>+17</u> | <u>+14</u> | <u>-19</u> | |

SCRATCHWORK

| TIME OF HS | <u>22:49</u> | <u>22:43</u> | <u>22:55</u> | |
|--------------|--------------|--------------|--------------|-------------|
| HS | | | | |
| SEXTANT CORR | | | | |
| REFR CORR | | | | |
| ACC CORR | | | | |
| HO | <u>56-10</u> | <u>30 26</u> | <u>58 18</u> | |
| ADJ | <u>+1-43</u> | <u>+2-44</u> | | |
| ADJ HO | <u>57 53</u> | <u>33 10</u> | <u>58 18</u> | |
| HC | <u>57 49</u> | <u>32 32</u> | <u>58 36</u> | |
| INT | <u>04</u> | <u>38</u> | <u>18</u> | |
| ZN | <u>058</u> | <u>131</u> | <u>269</u> | |
| POL CORR | | | | |
| LAT | | | | <u>360°</u> |

CORIOLIS AND RHUMBLINE CORR 7R NM R OR L
 TABLE IV A PRECESSION AND NUTAT CORR** NM ODIR

** FOR ALL PRACTICAL PURPOSES CAN BE DISREGARDED UNTIL YEAR 1956

HO 249 PRECOMPUTATION - STARS

DEVIATION CHECK

TIME _____
 BODY _____
 GHA _____
 LONG -W _____ +E _____ LAT _____
 LHA _____
 ZN _____ HC _____
 TR. H _____
 A_T _____ DEV_C _____
 N₁ _____ DEV_C _____

STAR SELECTION BY AZIMUTH



DATE 18 MAR 54
 SOLUTION TIME 23:25
 DR { LAT 35-45 N
 LONG 01-18 E
 GHA 47 28
 CORR 1 11
 GHA Y CORR _____
 1360° IF NEC 48 43
 ASSUM LONG -W +E 01 17 E
 LHA 50 00
 ASSUM LAT 36 N

| | BODY # 1 | BODY # 2 | BODY # 3 |
|-------|------------|------------|------------|
| TRACK | <u>074</u> | <u>074</u> | <u>074</u> |
| ZN | <u>143</u> | <u>027</u> | <u>274</u> |
| ZN-TR | <u>69</u> | <u>47</u> | <u>200</u> |

LAT 36 N

GS 420

| BODY | <u>Rigel</u> | <u>Dubhe</u> | <u>Alph</u> | POLARIS |
|----------------|--------------|--------------|-------------|---------|
| MOTION OF BODY | <u>+42</u> | <u>+31</u> | <u>-70</u> | 0 |
| MOTION OF OBS | <u>+15</u> | <u>+30</u> | <u>-40</u> | |
| TOT ADJ | <u>+57</u> | <u>+61</u> | <u>-110</u> | |
| ADJ | <u>+42</u> | <u>+10</u> | | |

SCRATCHWORK

CORIOLIS AND RHUMBLINE CORR 78 NM R OR L
 TABLE IV A PRECESSION AND NUTAT CORR** NM ODIR

** FOR ALL PRACTICAL PURPOSES CAN BE DISREGARDED UNTIL YEAR 1956

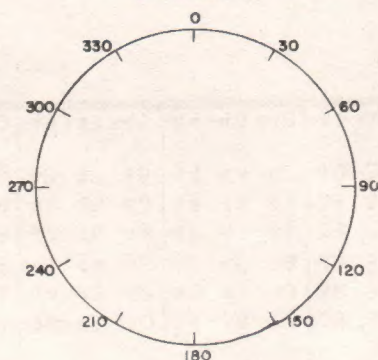
| TIME OF HS | <u>23:13</u> | <u>23:19</u> | <u>23:25</u> | |
|--------------|--------------|--------------|--------------|-------------|
| HS | | | | |
| SEXTANT CORR | | | | |
| REFR CORR | | | | |
| ACC CORR | | | | |
| HO | <u>34 42</u> | <u>19-34</u> | | |
| ADJ | <u>+1-54</u> | <u>+1-01</u> | | |
| ADJ HO | <u>38 37</u> | <u>20 35</u> | <u>48 40</u> | |
| HC | <u>38 27</u> | <u>20 55</u> | <u>48 52</u> | |
| INT | <u>10</u> | <u>20</u> | <u>12</u> | |
| ZN | <u>143</u> | <u>027</u> | <u>274</u> | |
| | | | | <u>360°</u> |

HO 249 PRECOMPUTATION - STARS

DEVIATION CHECK

TIME _____
 BODY _____
 GHA _____
 LONG -W _____ +E _____ LAT _____
 LHA _____
 ZN _____ HC _____
 TR. H _____
 A_T _____ DEV_C _____
 N₁ _____ DEV_C _____

STAR SELECTION BY AZIMUTH



DATE 18 NOV. 54
 SOLUTION TIME 23:55
 DR { LAT 36-32N
 LONG 05-35E
 GHA 54 59
 CORR 1 15
 GHA \cap CORR _____
 $\pm 360^\circ$ IF NEC 56 14
 ASSUM LONG -W +E 05 46 E
 LHA 62-00
 ASSUM LAT 37N

| | BODY # 1 | BODY # 2 | BODY # 3 |
|-------|------------|------------|------------|
| TRACK | <u>074</u> | <u>074</u> | <u>074</u> |
| ZN | <u>158</u> | <u>031</u> | <u>279</u> |
| ZN-TR | <u>84</u> | <u>43</u> | <u>205</u> |

LAT 37N

GS 430

| BODY | <u>Rigel</u> | <u>Deneb</u> | <u>Alph.</u> | POLARIS |
|----------------|--------------|--------------|--------------|---------|
| MOTION OF BODY | <u>+26</u> | <u>+35</u> | <u>-68</u> | 0 |
| MOTION OF OBS | <u>+8</u> | <u>+31</u> | <u>-39</u> | |
| TOT ADJ | <u>+34</u> | <u>+66</u> | <u>-107</u> | |
| ADJ | <u>+33</u> | <u>+11</u> | | |

SCRATCHWORK

CORIOLIS AND RHUMBLINE CORR 2R NM R OR L
 TABLE IV A PRECESSION AND NUTAT CORR** NM DIR
 ** FOR ALL PRACTICAL PURPOSES CAN BE DISREGARDED
 UNTIL YEAR 1956

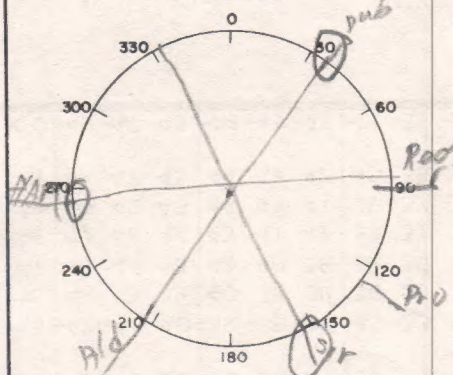
| TIME OF HS | <u>23:43</u> | <u>23:49</u> | <u>23:55</u> | |
|--------------|---------------|--------------|--------------|----------|
| HS | | | | |
| SEXTANT CORR | | | | |
| REFR CORR | | | | |
| ACC CORR | | | | |
| HO | <u>41 30</u> | <u>25 00</u> | | |
| ADJ | <u>+ 1-08</u> | <u>+1 06</u> | | |
| ADJ HO | <u>42 38</u> | <u>26 06</u> | <u>39 14</u> | |
| HC | <u>42 18</u> | <u>26 27</u> | <u>39 25</u> | |
| INT | <u>20</u> | <u>21</u> | <u>11</u> | |
| ZN | <u>158</u> | <u>031</u> | <u>279</u> | |
| | | | | POL CORR |
| | | | | LAT |
| | | | | 360° |

HO 249 PRECOMPUTATION - STARS

DEVIATION CHECK

TIME _____
 BODY _____
 GHA _____
 LONG -W _____ LAT _____
 LHA _____
 ZN _____ HC _____
 TR. H _____
 AT _____ DEV C _____
 N1 _____ DEV C _____

STAR SELECTION BY AZIMUTH



DATE 19 NOV. 54
 SOLUTION TIME 01:14
 DR { LAT 36-10
 LONG 03-42 E
 GHA ✓ _____
 CORR _____
 GHA ✓ CORR _____
 +360° IF NEC 76 02
 ASSUM LONG -W 03 58 E
 LHA 80-00
 ASSUM LAT 36 N

| | BODY ≈ 1 | BODY ≈ 2 | BODY ≈ 3 |
|-------|------------|------------|------------|
| TRACK | <u>254</u> | <u>254</u> | <u>254</u> |
| ZN | <u>156</u> | <u>034</u> | <u>267</u> |
| ZN-TR | <u>98</u> | <u>220</u> | <u>13</u> |

LAT 36 N
 GS 410

| BODY | Sirius | Dubhe | Hamal | POLARIS |
|----------------|---------------|------------|------------|---------|
| MOTION OF BODY | <u>+28</u> | <u>+38</u> | <u>-70</u> | 0 |
| MOTION OF OBS | <u>-6</u> | <u>-31</u> | <u>+40</u> | |
| TOT ADJ | <u>+22</u> | <u>+7</u> | <u>-30</u> | |
| ADJ | <u>+3 2/3</u> | <u>+1</u> | <u>-5</u> | |

SCRATCHWORK

| TIME OF HS | <u>01:08</u> | <u>01:02</u> | <u>01:14</u> | |
|--------------|--------------|--------------|--------------|--|
| HS | | | | |
| SEXTANT CORR | | | | |
| REFR CORR | | | | |
| ACC CORR | | | | |
| HO | <u>33 14</u> | <u>33 00</u> | | |
| ADJ | <u>+22</u> | <u>+14</u> | <u>—</u> | |
| ADJ HO | <u>33-36</u> | <u>33-14</u> | <u>46-15</u> | |
| HC | <u>33-47</u> | <u>33-24</u> | <u>46-09</u> | |
| INT | <u>11</u> | <u>10</u> | <u>6</u> | |
| ZN | <u>156</u> | <u>034</u> | <u>267</u> | |
| POL CORR | | | | |
| T | | | | |
| LAT | | | | |
| 360° | | | | |

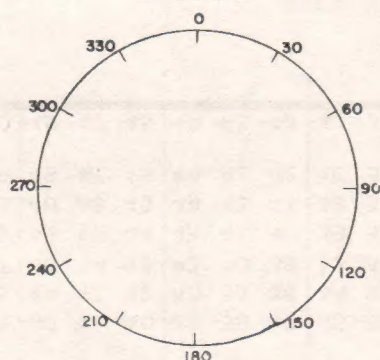
CORIOLIS AND RHUMBLINE CORR 7 R NM R OR L
 TABLE IV A PRECESSION AND NUTAT CORR** NM DIR
 ** FOR ALL PRACTICAL PURPOSES CAN BE DISREGARDED UNTIL YEAR 1956

HO 249 PRECOMPUTATION - STARS

DEVIATION CHECK

TIME _____
 BODY _____
 GHA _____
 LONG -W _____ +E _____ LAT _____
 LHA _____
 ZN _____ HC _____
 TR. H _____
 AT _____ DEV_C _____
 N₁ _____ DEV_C _____

STAR SELECTION BY AZIMUTH



DATE 19 NOV.
 SOLUTION TIME 01:44
 DR { LAT 35-20 N
 LONG 00-25 W
 GHA ✓
 CORR _____
 GHA ✓ CORR _____
 +860° IF NEC 83 33
 ASSUM LONG -W 00 33 N
 LHA 83-00
 ASSUM LAT 35 N

| | BODY # 1 | BODY # 2 | BODY # 3 |
|-------|------------|------------|------------|
| TRACK | <u>254</u> | <u>254</u> | <u>254</u> |
| ZN | <u>034</u> | <u>159</u> | <u>270</u> |
| ZN-TR | <u>220</u> | <u>95</u> | <u>16</u> |

LAT 35 ←
 GS 410 ←

| BODY | Dubhe | Sirius | HAMAL | POLARIS |
|----------------|---------------|---------------|------------|----------|
| MOTION OF BODY | <u>+40</u> | <u>+25</u> | <u>-71</u> | 0 |
| MOTION OF OBS | <u>-31</u> | <u>-4</u> | <u>+40</u> | |
| TOT ADJ | <u>+9</u> | <u>+21</u> | <u>-31</u> | <u>4</u> |
| ADJ | <u>+1 1/2</u> | <u>+3 1/2</u> | <u>-5</u> | <u>1</u> |

SCRATCHWORK

| TIME OF HS | <u>01:32</u> | <u>01:38</u> | <u>01:44</u> | |
|--------------|--------------|--------------|--------------|-------------|
| HS | | | | |
| SEXTANT CORR | | | | |
| REFR CORR | | | | |
| ACC CORR | | | | |
| HO | <u>33 52</u> | <u>35 27</u> | | |
| ADJ | <u>+18</u> | <u>+21</u> | <u>—</u> | |
| ADJ HO | <u>34 10</u> | <u>35 48</u> | <u>43 41</u> | |
| HC | <u>33 56</u> | <u>35 39</u> | <u>43 45</u> | |
| INT | <u>14</u> | <u>09</u> | <u>4</u> | |
| ZN | <u>034</u> | <u>159</u> | <u>270</u> | |
| POL CORR | | | | |
| LAT | | | | <u>360°</u> |

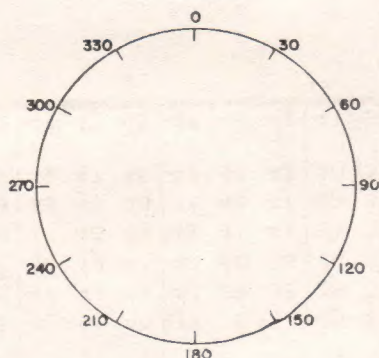
COROLIS AND RHUMBLINE CORR 2R NM R OR L
 TABLE IV A PRECESSION AND NUTAT CORR** NM ODIR
 ** FOR ALL PRACTICAL PURPOSES CAN BE DISREGARDED UNTIL YEAR 1956

HO 249 PRECOMPUTATION - STARS

DEVIATION CHECK

TIME _____
 BODY _____
 GHA _____
 LONG -W _____ +E _____ LAT _____
 LHA _____
 ZN _____ HC _____
 TR. H _____
 A_T _____ DEVC _____
 N₁ _____ DEVC _____

STAR SELECTION BY AZIMUTH



DATE 19 Nov. 54
 SOLUTION TIME 02:14
 DR { LAT 34-14
 LONG 04-20W
 GHA ✓
 CORR _____
 GHA ✓ CORR _____
 +360° IF NEC 91 05
 ASSUM LONG -W +E 04 05 W
 LHA 87-00
 ASSUM LAT 34 N

| | BODY # 1 | BODY # 2 | BODY # 3 |
|-------|------------|------------|------------|
| TRACK | <u>254</u> | <u>254</u> | <u>254</u> |
| ZN | <u>034</u> | <u>163</u> | <u>273</u> |
| ZN-TR | <u>220</u> | <u>91</u> | <u>19</u> |

LAT 34

GS 410

| BODY | Dubhe | Sirius | Hama | POLARIS |
|----------------|---------------|---------------|---------------|----------|
| MOTION OF BODY | <u>+41</u> | <u>+21</u> | <u>-72</u> | <u>0</u> |
| MOTION OF OBS | <u>-31</u> | <u>-1</u> | <u>+38</u> | |
| TOT ADJ | <u>+10</u> | <u>+20</u> | <u>-34</u> | <u>4</u> |
| ADJ | <u>+1 2/3</u> | <u>+3 1/3</u> | <u>-5 2/3</u> | <u>1</u> |

SCRATCHWORK

| TIME OF HS | <u>02:02</u> | <u>02:08</u> | <u>02:14</u> | |
|--------------|--------------|--------------|--------------|-------------|
| HS | | | | |
| SEXTANT CORR | | | | |
| REFR CORR | | | | |
| ACC CORR | | | | |
| HO | <u>34 24</u> | <u>37 09</u> | | |
| ADJ | <u>+20</u> | <u>+20</u> | | |
| ADJ HO | <u>34 44</u> | <u>37 29</u> | <u>40 31</u> | |
| HC | <u>34 58</u> | <u>37 40</u> | <u>40 25</u> | |
| INT | <u>14</u> | <u>11</u> | <u>06</u> | |
| ZN | <u>034</u> | <u>163</u> | <u>273</u> | |
| POL CORR | | | | |
| LAT | | | | <u>360°</u> |

CORIOLIS AND RHUMBLINE CORR 7R NM R OR L
 TABLE IV A PRECESSION AND NUTAT CORR** NM ODIR
 ** FOR ALL PRACTICAL PURPOSES CAN BE DISREGARDED UNTIL YEAR 1956